About the Canning/Richardson Project

• Canning Street – third busiest on-road cycle route in Melbourne;
• The worse blackspot site for cyclists in Yarra
• Funding received to complete an investigation and develop a preferred solution to improve safety
• Project Outcome: Design of a preferred solution and supporting analysis

• Project Objectives:
  • Reduce and/or eliminate all collisions involving injury to cyclists;
  • Maintains the existing amenities and level of service for cyclists;
  • Complements City of Yarra plans and policies; and
  • Meet the requirements of the Federal Government’s Blackspot Program
Feedback required on the following topics to develop treatment options:

• What problems do cyclists experience at the Canning/Richardson intersection?
• Any nearby similar-sized intersections that they like or consider “working” for cyclists?
• Any nearby similar-sized intersections that they don’t like or consider “not working” for cyclists?
• Which forms of intersection is generally considered safer for cyclists?
• Which forms of intersection generally function well for cyclists?
• Would you compromise on speeds to improve safety at the intersection?
• What are your thoughts on sharing and possibly claiming a lane through the intersection?
• What are the opportunities you envisage to improve safety at the Canning/Richardson intersection?
Example of possible treatments (preliminary)

1) Tight/squeezed in cross intersection
Example of possible treatments (preliminary)

2) Single-lane tangential roundabout
Example of possible treatments (preliminary)

3) C-roundabout
Example of possible treatments (preliminary)

5) Radial C-Roundabout

 Allow buses to go through the centre island
Example of possible treatments (preliminary)

4) High-tech compact signalised intersection

Source: NACTO (right-hand driving rule is shown)
Example of possible treatments (preliminary)

6) Intersection with turn movement restrictions

Allow buses to continue through the intersection